

GALT TRAFFIC



Published monthly by EAA Chap. 932 ("We're small but we have big fun") at Galt Airport, Wonder Lake, IL. (10C). **President:** John Wise, 7704 E. Sunset Dr., Wonder Lake, IL. 60095 (FLYDVII@AOL.COM) **Editor:** Jeff Hill, 9610 Hidden Ln., Woodstock, IL. 60098, (JJHILL@COMPUSERVE.COM) **DISCLAIMER:** The information contained herein does not constitute legal, ethical, financial or other professional advice. While the information is intended to be accurate, neither Galt Airport, LLC, EAA Chapter 932, their officers, staff, or employees nor any other party assumes any responsibility for its accuracy, nor any liability arising out of the reliance upon same.

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NOVEMBER 1998

NOVEMBER HOURS

8 AM to 5 PM

CLOSED THANKSGIVING DAY

EAA 932 CHAPTER NEWS

The **November meeting** will be at 10 AM on the 21st. Why not join us for a brief meeting then fly out (or drive, as weather dictates) for lunch.

Our **Work Weekend**, Oct. 10 & 11 was really great. Thanks to all for the good turnout. In just two days we nearly doubled the size of our chapter hangar. Since then volunteers have finished the interior.

This winter our hangar will be housing the "Cubby" project and Mark Krohn's RV-6 project. Other improvements are underway or planned, including the deck on the north side of the building. This is intended to provide a nice place for cookouts, socializing and just plain "hang'n out" for all friends of Ten Charlie. Right now it looks like we'll move this project to early spring.

The **barn dance, hayride and chilidump** got dumped on by nearly 5" of rain. We held it the next day (Sunday) but because of the weather and rescheduling, attendance suffered. The twenty five or so that did show up had a good time. Steve Nusbaum conducted the hay rides on a beautifully restored Ford 9N. Brian Kelly and Jeff Metcalf set up a great sound system and did the DJ-ing. The chili was surprisingly good.

Thanks to Ken and Mary Ellen Marunde for providing fall decorations from their farm on South St. just west of Woodstock.

We now have nice facilities with plenty of tables and chairs for future events. At this time of thanksgiving, we of EAA 932 are thankful indeed and looking forward to a fun packed 1999!

AIR FORCE MUSEUM TRIP

EAA 932 would like to organize a weekend bus trip to Dayton this winter (Jan or Feb.) to tour the Air Force Museum. (You don't have to be an EAA or local chapter member to go). This is the Grand Daddy of 'em all. If you haven't been there, it's a **MUST** -- if you've been there, but not recently, do it again now. We'll be putting a sign up sheet on the bulletin board at Galt in December so if you'd like to have some input regarding the planning of dates and details, let us know now. Call or E-mail Jeff Hill at 815/338-3551 or jjhill@compuserve.com or John Wise at flydvii@aol.com

FIRST SOLOS AND NEW RATINGS

Congratulations on your first solo to **Jeff Metcalf**, 9/29, **Doug Spracklin** and **Keith Warburton**, both on 10/4 and **Dan Schuette**, 10/8.

We also congratulate new private pilots **Rob Ahlquist**, **Bill Aitken**, **Tom Dzakowic**, **Eric Gohler**, **Tom Solar** and **Carol Walsh**.

And finally, congratulations to **Will Faruzzi**, **Mark Lechowicz** and **Gene Richardson** on receiving their commercials and/or additional ratings.

Hey, guys and gals, its wonderful to see this kind of activity! Let's hope this is the beginning of a trend!

... --- ... FROM CARLA

Carla's annual raffle to aid the Hughes Aviation Scholarship Fund will be held again this year at the Galt Christmas Party. She would like to sell you some tickets, but more importantly, she would like prize donations. If you have something to donate or know of an individual or a business that might, give her a call at 815/648-2433.

CARE TO ADD YOUR 2 CENTS WORTH?

We would like your contributions to *Galt Traffic*. If you would like to contribute an article, or an idea for an article, please contact the editor, Jeff Hill 815/338-3551 or E-mail at: jjhill@compuserve.com

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The Airborne Epicure:

FAVORITE FLY-OUTS:

ROUND ROBIN RIVER CRUISE

The Wisconsin and Upper Mississippi

**** Something Special! ** Probably won't hurt you
*** Worth the trip! • Pack plenty of barf bags

Here's a fun day. Head northwest to just west of the Madison area and pick up the Wisconsin River. Follow it to Prairie Du Chien where it joins the upper Mississippi. Follow the Mississippi southeastward to the Dubuque / Galena area, then head east back to Galt. It's a triangle, so you should just about break even on head wind / tail wind. Overall mileage is just under 300 nm, so for most of us it's about three hours flying time. If you want to stop for lunch you can do so at JVL, MSN, LNR, Boscobel, Prairie Du Chien, Cassville or DBQ.

ALSO: Sad to report that the restaurant at **Richland (93C)** (Sextonville) has closed. It was a fun place.

AIRMET ZULU -- ICE

By Cassie Peterson

During your preflight weather briefing you hear, "Airmet Zulu in effect for possible icing in clouds or precip..." It must be winter flying time in the Midwest. So, what do you do? Go home and hibernate until spring? If you do, you could miss some of the best flying around. Winter brings not only the dreaded threat of ice, but also beautiful, chilly high pressure days where the visibility is restricted only by the curvature of the Earth and your little Cessna wants to perform like a Sukhoi.

Why miss out on the fun? With some careful planning you could be out punching holes in the sky instead of waiting for that old groundhog. While flight into known icing is prohibited by the FARs and common sense, there is no reason why you can't avoid the ice and take advantage of this wonderful winter flying season. Good flight planning includes a thorough weather briefing and checking conditions at all airports of intended landing. If the forecast is good, the pilot reports are positive, it's time to preflight. In addition to checking the usual items, remove snow, frost and ice from your plane. Brush off loose snow with a broom. Wipe off frost with a soft cloth. Or better yet, place your aircraft in a heated hangar. Just remember to wipe off all the water. It could ruin your day if that water freezes up again after takeoff and those flight controls are immobilized and your pitot tube or static port is blocked.

Now you are on your way. You have thoughtfully planned your flight at an altitude that is either well below the freezing level or that will keep you out of the clouds. Everything is going as planned, except the weather. Where did these low clouds and freezing rain come from? Somehow that briefer never mentioned this between "visibility unrestricted" and "high, thin cirrus". Winter

weather can change rapidly. A little bit of ice and suddenly your plane is about as aerodynamic as a 2000# safe. Structural icing reduces thrust and lift and increases weight and drag. There is no safe amount of ice. Trace icing can quickly become moderate or severe. You may be unable to climb or even maintain altitude. Your stall speed increases. The altimeter, VSI and airspeed indicator are suddenly just for decoration if your static port and pitot tube are blocked by ice. If the plane is equipped with deicing or anti-icing equipment, you should be using it. However, these luxuries only buy you a little time. If unexpected icing is encountered, get out fast! Fly to a warmer temperature. Descend to a warmer altitude or, in some cases (e.g., a temperature inversion) if you are able, you can climb into warmer weather. (Remember that freezing rain is indicative of warmer temperatures above you.) Another option is a 180 to get out of the ice. Avoid any steep turns, because your stall speed has increased. Generally, the ice will come off as you hit the warmer temperatures, but it is best to land as soon as possible.

When landing with ice, increase your approach speed by about 20% to allow for increased stall speed. The approach is looking good. You are almost there. Flare, touchdown, and...wait...what happened to the brakes?! That slush you taxied through before takeoff can freeze up in flight. Anticipate this on every winter landing. Allow plenty of runway landing and rollout and maintain control of the aircraft. Remember the flight is not over until after the plane is tied down.

Whew! You made it. So, what happened to the beautiful, clear flying weather as advertised? Unfortunately, you missed out on it this time. Icing can be a frightening thing. If you take plenty of precautions to avoid it and know how to safely get out of it if necessary, you have the whole winter to take advantage of those clear, crisp, wonderful winter flying days.

Cassie is a former Galt Flight Instructor. She doesn't get out our way too much lately as she's busy being a full time mom to two yong'uns but as you can see, flying is not far from her mind --Ed.

THOUGHT FOR THE MONTH

We need you and you need us. Join AOPA and EAA and join the local EAA Chapter. EAA is no longer just a bunch of guys building airplanes in their basements!

It's one of the strongest voices of General Aviation!

JOIN NOW: AOPA 1-800-USA-AOPA

JOIN NOW: EAA 1-800-JOIN EAA

JOIN NOW: EAA 932 815/338-3551

FLY IN CALENDAR RESUMES IN MAR.

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